

Bus Ridership Counts

Education and subsequently approved on November 1, 2006. The pending rule was published in the January 2007 Administrative Bulletin (<http://adm.idaho.gov/adminrules/bulletin/bul/07jan.pdf>) page 43 and is pending final review by the 2007 Idaho Legislature. The pending rule was presented to the Senate Education Committee on January 10 and the House Education Committee on January 15. It passed by both committees, and if no further action is taken by the Legislature the new rule will take effect at the close of the 2007 Legislative session. The Standards for Idaho School Buses and Operations manual can be viewed via the Internet at (<http://www.sde.state.id.us/finance/transport>). Questions should be directed to Ray Merical at 208-332-6851 or rmerical@sde.idaho.gov.

The ridership count form is available at <http://www.sde.idaho.gov/finance/transport/> and is due to SDE by February 16, 2007. The form may be mailed, emailed to KLOakes@sde.idaho.gov or faxed to 208-334-3484. —LD

The next scheduled Student Transportation Steering Committee will be held in Boise on February 22-23, 2007. Topics will include Board Rule, Summer Workshops, Depreciation Schedule, Safety Busing, and Funding Cap to name a few. If you have any questions, concerns, or comments about Idaho Student Transportation be sure and contact your regional representative.

Mr. Tom Luna, State Superintendent of Public Instruction

"It is our responsibilities, not ourselves, that we should take seriously." - Peter Ustinov

Inside this issue:

What is Reasonable?	2
Funding Cap Model	2
I.A.P.T.	3
Reimbursement Q & A	4
Accepting Delivery	5
Train-the-Trainer	5

Stop Arm Violations - Speed and stopping distance – What is Reasonable

Has a police officer ever told you that you failed to give reasonable notice to other motorists that you were stopping? Have you ever questioned whether or not you were allowing motorists sufficient time to stop prior to running your stop arm?

An excerpt from Idaho code 49-1423(2) states “Not more than seven (7) calendar days after receiving report of an alleged violation of section 49-1422, Idaho Code, from a school bus driver or a school official, the peace officer shall initiate an investigation of the reported violation.” Law enforcement’s roll in this process is to investigate the alleged violation and a part of this investigation is to determine what is reasonable. Were the actions of all the parties involved reasonable? Was a reasonable amount of time and distance given to the motor-

ist for them to stop before passing the bus?

Student Transportation Classroom Curriculum Section 4 covers stopping distance in a heavy vehicle with good brakes. The four things that add to the total stopping distance are; perception distance, reaction distance, braking distance and lag distance. Your CDL manual also covers this same criteria on pages 2-19.

With this in mind and given the “reasonable” component of the investigation, ask yourself; given the posted speed with regards to perception, reaction and braking distance, can that driver be expected to stop when my stop arm is activated? Many factors can add to stopping distance such as road surface,

weather, weight of the stopping vehicle, and driver’s mental and physical condition. The list is endless, but these things should be considered when you are preparing to activate your stop arm. Under ideal stopping conditions the following examples are what an officer may use when determining “reasonable.”

At 25 miles per hour it takes 178 feet to stop, at 30 MPH /215 feet, at 35MPH /256 feet, at 40MPH /299 feet, and at 55MPH /447 feet. Remember, an average football field is 300 feet long, an average block is 311 feet long and the average school bus is 45 feet in length. What is reasonable?

—VO



2006 Transportation Funding Cap Model

A preliminary report of the 2005-2006 Transportation Funding Cap Model is available at www.sde.idaho.gov/finance/transport. The report is subject to change through July 2007 as financial audits are completed. Fiscal Year 2007 reimbursements are capped at 103% of the statewide average cost per mile and cost per rider, which ever is to the district’s advantage.

There are currently 22 school districts subject to the funding cap, which is based on FY2006 data and reimbursed during FY2007. Four of the 22 school districts were previously approved by the State Board of Education for partial or full waiv-

ers from the current funding cap.

The cap is subject to change until the end of June, so we are currently planning to present any submitted cap waivers to the State Board of Education at their June meeting. The meeting is scheduled in Coeur d’Alene on the 14-15 of June. To ensure that all waivers submitted are ready to be presented,

we are requesting that cap appeals be sent to us no later than April 16, 2007. Please contact SDE if you have any questions pertaining to the Funding Cap Model or the waiver process.

-LD



Safety Busing

Consideration for reimbursement will be contingent on the application (Request for Safety Busing Reimbursement) being received by the State Department of Education Transportation Section on or before March 31 of the school year in which the safety busing began. All requests are to be submitted on the Safety Busing Form found on the Student Transportation Web-site.



I.A.P.T. MISSION STATEMENT

The Purpose of The Idaho Association of Student Transportation is to be an idea and information resource for Student Transportation; to be an active voice in recommending and supporting positive change; to enhance safety; and to strengthen training, skills and professionalism in Student Transportation.

Message from the President:

As a state organization we are at a turning point. What lies before us is the opportunity for involvement at all levels of Student Transportation. It takes 5-6 people to transport one student safely: Supervisor, Dispatcher/Secretary, Trainer, Mechanic, Driver, and Aide. From this group I know there is great knowledge and experience. With your ideas we can become a strong supportive organization.

It takes more than Board Members to accomplish goals, therefore, we need input from our members. What do you expect or want from I.A.P.T. ?

We ask Supervisors to encourage membership among their employees.

The I.A.P.T. Web Site is available on the S.D.E. Pupil Transportation site which no longer requires a password. Our Conference information will be available there, and if you have anything from regional meetings or information to share please use this site.

Please send it to Ron at rsmith@d251.k12.id.us. If you have any questions, comments, and/or concerns please feel free to contact myself or any of the board members.

— Linda Braswell

Summer Conference

The dates for the 32nd I.A.P.T. Summer Conference in Coeur d'Alene are June 25-28. The Conference theme is "Living with the Wild Side". Carol Brown Conference Coordinator has a tentative schedule in place. Darrell Rickard is in charge of the School Bus Safety Competition, and Art Krulitz is in charge of the Trade Show. We look forward to seeing everyone there. Have a safe transportation year.



Linda



Ron

Board Members:

Linda Braswell, President.....	Kuna #3.....	208-922-1013
Ron Smith, Vice President.....	Jefferson Co. Jt. #251.....	208-754-8211
Jill Hill, Sec/Treas.....	Coeur d'Alene # 271.....	208-667-3451
REGION I:		
	Darrell Rickard, Lakeland Joint S.D. # 272.....	208-687-0221
	Gail Curless, Lake Pend Oreille S.D. # 84.....	208-263-3522
REGION II		
	Leon Hall, Lewiston Ind. S.D. # 340.....	208-748-3094
	Craig Johnson, Grangeville Jt. S.D. # 241.....	208-926-4862
REGION III		
	Pat Kinsey, Boise S.D. # 1—Laidlaw Education Services.....	208-344-5572
	Brad Carpenter, Nampa S.D. #131—Brown Bus Co.....	208-466-4181
REGION IV		
	Dan Douglas, Valley S.D. # 262.....	208-829-5974
	Jay Thurber, South Central Head Start.....	208-886-7784
REGION V		
	Brent John, Soda Springs S.D. #151.....	208-547-3959
	Shelly Burdick, Bear Lake S.D. # 33.....	208-847-2906
REGION VI		
	Karen Daw, Fremont Co. S.D. #215.....	208-624-7499
	Matt Grover, Sugar-Salem S.D. #322.....	208-356-6944

??? *Transportation Reimbursement Questions* ???

During the SDE Transportation Reimbursement Workshops in September 2006 there were a few questions asked throughout the regions which needed some discussion prior to answering. The following answers are our understanding:

*** Driver records checks are non-reimbursable because districts can get them at no charge in Idaho. What if a district needs to get a record check from a neighboring state?** If a district employs a bus driver licensed in a neighboring state, the district may submit the cost of the driver records check as reimbursable.

*** Is there a limit on the number of mechanics uniforms that may be reimbursed? How about shirts and jackets?** The Pupil Transportation Steering Committee reviewed this request and determined that districts may either rent five uniforms a week, OR purchase five uniforms for a new mechanic with three replacement uniforms per year. A 'uniform' represents a shirt and pant, coverall, or shop coat. Additional shirts or any jackets are non-reimbursable. Bus driver uniforms, shirts and jackets are non-reimbursable.

*** Should employee mileage reimbursement be claimed on Line 15, Other Benefits, or Line 21, Travel?** Reimbursement may be claimed on either line, based on the purpose of the mileage. If it is for miscellaneous travel/training activities, Line 21. If it is for to/from work as a negotiated benefit, Line 15.

*** Pupil-To-School 681 and Pupil-Activity 682 Program Codes: Are these mandated? Does a district have to use program code 682 for activity transportation because some districts use 682 for non-reimbursable purchases?** It is not mandated; however, the legislature and

others request reports that use this data for decision-making. If districts are not using 682 for Pupil-Activity, the data provided to the legislature is not as accurate as it could be. It is recommended that districts use a 681 program code with a sub-code/function detail for non-reimbursable purchases, and use the 682 program code for Pupil-Activity costs.

*** SDE has allowed cleaning of the transportation facility as reimbursable if it is completed by transportation personnel, but not for custodial staff. Why?** Expenses tied to facilities are typically non-reimbursable. SDE opened the door to reimburse cleaning of the facility as an incentive to help districts keep bus drivers. Districts began asking why it has to be transportation personnel, as it is not equitable to reimburse based on who performs the cleaning. We took this issue to the Steering Committee to take a vote and had some very lengthy discussions. Facility cleaning should never have been reimbursed. Language is currently being clarified in the Reimbursement Matrix. If approved by the Legislature, and possibly effective July 1, 2007, any salary/benefit expenses tied to cleaning the bus facility are non-reimbursable, regardless of who does the cleaning.

*** Can contracting school districts get Medicaid reimbursement for**

transportation? Yes. If a district or contractor transports a Medicaid student to medical services, the district or contractor are eligible for reimbursement through Medicaid. The contact number at Health and Welfare is 208-287-1173.

*** Can a contracted school district purchase dyed diesel for the contractor to avoid the state fuel tax?** No. Per IC 63-2423, 63-2425, and legal counsel from the State Tax Commission, the purchaser of the fuel must also be the consumer of the fuel. The vehicle must be owned or leased-and operated-by federal, state or local government entities. Districts may contact Randy Nilson in the Legal Department of the State Tax Commission at 208-334-7855.

*** Is a school district required to go out to bid for fuel?** We have been unable to receive a definitive answer to this question. We will continue to research and provide information when available.

*** There is a lot of discussion on pro-rating transportation salaries. Explain.** Idaho Code 33-1006 mandates reimbursement tied to school transportation. Approved costs that are submitted for reimbursement must truly be tied to the operation of

-continued on page 6



COMING

SDE's 2007 Annual Tech Workshops will be held the week of July 16th. Some of the topics being considered are ABS brake systems, Hydraulic and Air brake systems, Electronics, Engine changes and diagnostics. If there is a subject that you would like to see provided for training contact SDE. We look forward to seeing everyone there.

—DS

Accepting Delivery of a New Bus

When a dealer receives a new bus he performs a pre-delivery inspection on the vehicle to ensure everything is working properly and that the new bus was built as ordered. Once the dealer is certain the bus meets all the requirements he then contacts



SDE to schedule a required state inspection.

If the unit passes the inspection with no discrepancies the inspector will place a New Bus Inspection Sticker in the windshield and leave the yellow copy of the inspection form with the dealer to be given to the district at delivery. If the unit passes the inspection, but is found to be in need of repair, the inspector will leave both the yellow and pink copies

with the dealer. The dealer will in turn make any repairs or necessary adjustments needed and have a technician sign the yellow and pink copies verifying the repairs or adjustments have been completed. The dealer will then make arrangements to deliver the bus to the school district along with the yellow and pink copies of the new bus inspection form. It is the district's responsibility to verify the vehicle has been built as ordered and that inspection form has been signed by the state inspector and the technician (if applicable) before accepting the unit. The dealer or the district should then send the pink copy to SDE for reimbursement. In conclusion, a school district should not accept delivery of a new school bus without receiving a properly signed yellow copy of the new school bus inspection.

—DS

High Power Brake System

Visiting districts this school year, I have noticed a few school buses equipped with CE Bus Full Power Brake system. A great deal of caution is required when servicing and making repairs on this system. CE Bus Full Power Brake Systems have better pedal feel, shorter stopping distances, powered parking brake system, antilock brakes, and traction control.

There is no fluid pressure from a power steering pump. Electric pump motors pressurize nitrogen accumulators. It works like an air brake system except accumulators replace air tanks, and the pump motor replaces the air com-

pressor. Braking pressure is stored in canisters. It has two circuits; primary is for front axle and secondary is for rear axle. Motor driven pumps maintain pressure in accumulators. This pressure is maintained between 1770 psi and 2320 psi. Fault codes are not displayed on the instrument cluster. Access to Webco tool box software is required to do any service or repair work to brake system. For user manual go to meritorwabco.com. For more information and/or access to the video, contact Doug Scott @ 208-543-4566.

—DS



TRAIN-THE-TRAINER

Summer is on the way and so is the 2007 Train-the-Trainer workshop. The location hasn't been confirmed yet, but it will be in the Boise area and it will be July 23rd & 24th.

The topics will include School Transportation Security Awareness and Pre-trip/Post-trip vehicle inspections. We are considering taking this workshop on the road again this year and holding it in four or five locations other than Boise. However, we can only do this if we feel there is enough interest and need to warrant the program. If you believe these workshops are needed and are interested in you or your district attending please let us know by contacting us at adsalar@sde.idaho.gov or (208)332-6851. Your comments will be the deciding factor as to whether these workshops take place. We are considering holding them during the month of August to coincide with the required annual pre-school driver training. —RM

DISTRICT INSERVICE DRIVER TRAININGS

Have your driver's training needs been met for the year? Have you had an Operation Lifesaver or School Bus Watch program in your district this year? They are both available at little or no expense to your district. Interested? Contact your regional SDE Specialist, its excellent training and it could save a life.

Transportation Challenge

1. How much safer is the yellow school bus than mom or dad's car?
 - a. 2 times safer
 - b. 8 times safer
 - c. 13 times safer
 - d. 23 times safer
2. How many school buses travel the nation's roads every day?
 - a. 10,000
 - b. 75,000
 - c. 113,000
 - d. 470,000
3. How much cleaner are the exhaust emissions from a school bus built in 2007 compared to one built before 1990?
 - a. they are the same
 - b. twice as clean
 - c. 10 times as clean

SDE Transportation Team



Regions I & 2:
Virginia Overland
@ 263-5053



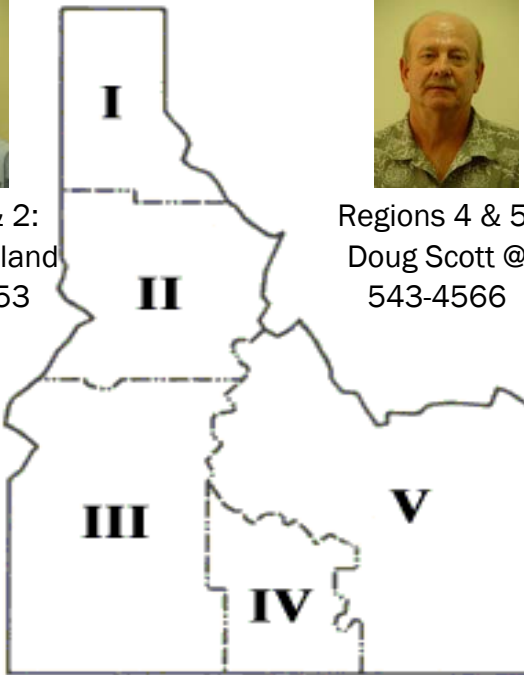
Regions 4 & 5:
Doug Scott @
543-4566



Region 3:
Jerry Abbott
@ 332-6854



Regions 5 & 6:
Hank Povey @
747-3502



Reimbursement Questions

— continued from page 4

the transportation program. For example, in a small district the transportation supervisor may help maintenance out on a project for an hour. Likewise, maintenance may help the transportation supervisor out for an hour on a bus repair job that requires two people to lift something. In such scenarios, we do not expect salary to be broken out. Pro-rating of salaries is needed when time is not tied to yellow school bus transportation duties that are on an ongoing basis.

* Will the state reimburse for a GPS? SDE has been researching this reimbursement question for an extended period and recently discussed it with the Steering Committee. As a starting point, SDE will allow reimbursement for one GPS per district (up to \$550) to be used for transportation planning. Please con-

tact SDE for prior approval, as the GPS needs to be compatible with programs SDE has been using during district cap audits. Software remains non-reimbursable and will be at the district's expense.

In addition, some questions from recent regional transportation supervisor meetings:

* What is the SDE AG's name and contact? Chris Kronberg, 208-332-6812, CKronberg@sde.idaho.gov

* Reimbursable field trips are limited to the 4-day school week for districts on a 4-day week. Are trips that schools on a 5-day school week take on an in-service Friday, for example, reimbursable? No. Reimbursable field trips must occur on an in-school day. —LD



UP-COMING EVENTS

FEBRUARY 2007

15th-Claim Payment

19th-President's Day (SDE
Closed)

21st-Staff Meeting (Boise)

22nd-Steering Committee
Meeting (Boise, through
the 23rd)

-State Board Meeting
(Boise, through the
23rd)

MARCH 2007

31st-Safety Busing Due